

Docket No.: T02-0067
5th Supplemental
Bench Date: 12/02/2010
Deadline: N/A

MEMORANDUM

TO: The Commission

FROM: Joseph O'Brien, Administrative Law Judge

DATE: October 28, 2010

SUBJECT: City of Granite City, an Illinois municipal corporation
Petitioner,

v.

The Department of Transportation of the State of Illinois, for and in behalf of the People of the State of Illinois, Gateway Eastern Railway Company, Kansas City Southern Railway Company (Gateway Western Railway Company), Norfolk Southern Railway Company, and Union Pacific Railroad Company, Kansas City Southern Railway Company, Respondent.

Terminal Railroad Association of St. Louis,
Intervenor.

Petition for an Order regarding a separation of grades and construction of an overpass at Pontoon Road, Granite City, Illinois, closing of the railway crossing at 22nd Street, an apportionment of costs thereof, including directing payment to be borne by the Grade Crossing Protection Fund, and other stated or requested relief.

RECOMMENDATION: Enter Fifth Supplemental Order granting an extension of time for completion.

The initial Petition in this case was filed on June 28, 2002. The project included construction of an overpass carrying Pontoon Road over Illinois Route 3 and the tracks of three railroads, the closure of all 22nd Street crossing and modifications to the 20th Street crossings in Granite City, Illinois. On March 9, 2005, the Commission entered its initial Order in this case. As the project progressed, it became apparent that certain

modifications would be necessary including warning times for the modified crossings, weather delays which pushed back completion dates and adjustments to cost estimates. In progressing towards the Stipulated Agreement for the 20th Street grade crossings, as required in the Second Supplemental Order, several design alternatives for the warning devices were reviewed by the parties and TRRA. Due to complexities associated with extending Century Drive to an intersection with 20th Street, between the Norfolk Southern Railway's (NS) Yard tracks and the Union Pacific Railroad (UP)/Kansas City Southern Railway (KCS) mainline track, Staff determined that the needed automatic crossing gate layout would close access to all of the crossings on 20th Street when a train approached on any track. With frequent through train and switching train moves, this would create significant delays along Century Drive and 20th Street, each designated as a truck route by the City.

To address this concern, a revised Century Drive alignment and relocated 20th Street crossing with the NS was developed and subsequently approved by the Commission (Amended Third Supplemental Order, dated August 13, 2008).

The Fourth Supplemental Order addressed the costs associated with the relocated 20th Street/NS Yard crossing. The NS provided cost estimates for the work, which included relocating a track switch, installing a concrete panel crossing surface, and installing automatic flashing light signals and gates.

It should be noted that with closure of the remaining 20th Street crossings, extensive modifications, complexities, and costs were eliminated. These eliminated expenditures included the cost of the installation of a new warning system with all of the crossings interconnected, widening of the crossing surfaces, as well as installing roadway drainage structures under the tracks.

This 5th Supplemental Petition seeks an extension of time from June 21, 2010, to March 31, 2011, for completion of the project. The Petition also seeks permission for the permanent closure of the 22nd Street crossing since the extension of Century drive has been completed. On September 28, 2010, Commission Staff filed a response indicating no objection to the extension of time request and concurring that the 22nd Street crossing should now be closed.

The attached 5th Supplemental Order grants the extension of time for completion to March 31, 2011, and orders the closure of the 22nd Street crossing within 90 days of the date of the Order. I recommend its approval.